INFORMATION REPORT INFORMATION REPORT

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		SECRET		25 X 1
COUNTRY	Hungary	REPORT		
SUBJECT	Hungarian Waterways:	DATE DISTR.	#8 JUN 1957	25 X 1
	1. Danube-Tisza Canal 2. Sio Canal	NO. PAGES	1	
	3. Port of Budapest-Csepel	REQUIREMENT NO.	RD	
DATE OF INFO.		REFERENCES		25 X 1
PLACE & DATE ACQ.			<u> </u>	25X1
	SOURCÉ EVALUATIONS ARE DEFINIT	IVE APPRAISAL OF CONTENT	IS TENTATIVE	
8	waterways: a. A one-page report, with sketowhich was abandoned b. A one-page report, with sketow	ch, concerning the Danub		25)
	c. A one-page report, with rough (northern end of Csepel Island	h sketch, of port instal d). ENCLOSURE ATTACK PLEASE ROUTE	(X	25)
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STATE 3		E C R E T	6	25)

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DANUBE - TISZA CANAL

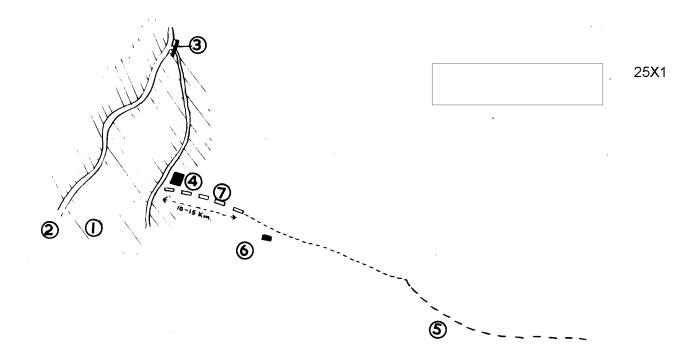
- l. Work on this project began after the war and was carried forward particularly in 1949/50 when thousands of young people from schools and universities spent their helidays digging with spade and shovel and receiving almost no pay.
- 2. The work has since been abandoned. Cnly some maintenance is being carried out as the 1954 floods have caused much damage to the existing excavations along a stretch of 10-15 Kms.
- 3. There is no likelihood of the work being resumed for the time being.

Sketch Map attached.

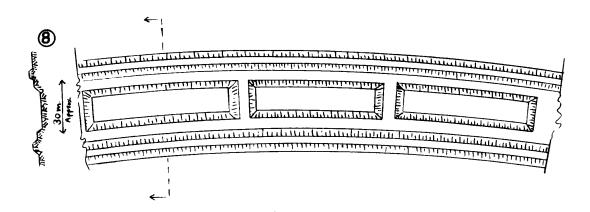
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PROJECTED DANUBE-TISZA CANAL



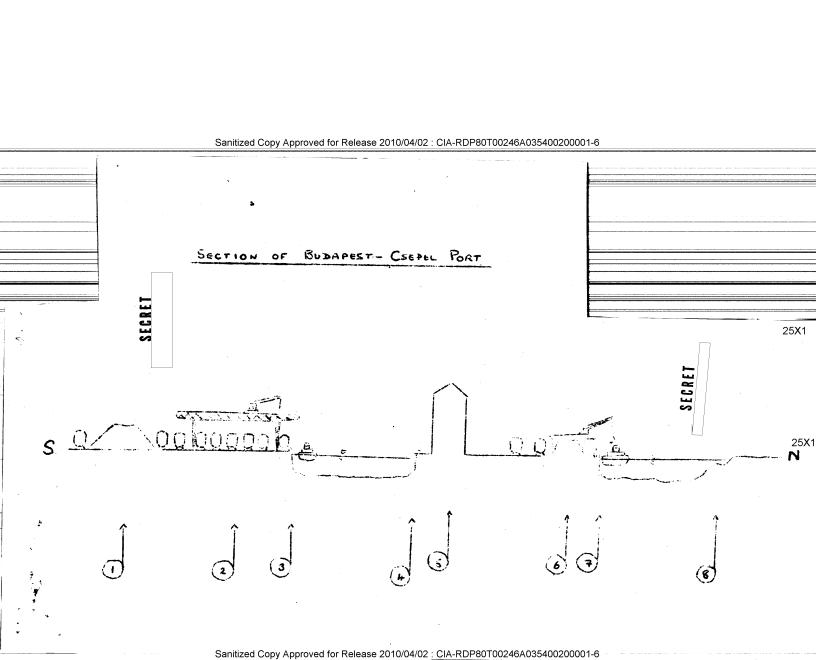
COMPLETED SECTIONS



- I. CSEPEL ISLAND
- 2. DANUBE
- 3. KVASSAY Lock
- 4. Locality of DUNAHARASZTI
- 5. Projected Alignment
- 6. Locality of OCSA
- 7. That section of the Canal which has been partly dug (10-15 km approx.)
- 8. Section (Width of Canal at bed level about 30 m.)
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		H U N G A R Y Economic	25 X 1			
		River port BUDAPEST - CSEPEL (so-called Free Port)				
		These installations situated near the northern				
	end	i of Csepel Island	25X1			
		have not been further developed in recent years	25X1			
	and	are in much the same condition as before the war.				
		The following facilities are available and				
	cur	rently in use:-				
	1.	Ore deposit				
	2.	Three (or possibly four) cranes as shown in sketch.				
	3.	. South quay wall of south basin. This wall was reinforced				
		and repaired in 1951/52 and is now in a satisfactory				
		state of maintenance.				
	4.	North quay wall of south basin: Same as preceding item.				
	5•	Grain warehouse				
	6.	Three (or possibly four) travelling cranes.				
	7.	7. South quay wall of north basin. In 1953 it was still				
		in war-damaged condition. In 1954 it was under recon-				
		struction and has probably been completely restored since.				
	8.	North bank of north basin. This is a slantin bank of				
		soil and no kind of artificial surfacing. It is unsuitable				
		for mooring craft.				
		y of the first				
			25 X 1			

Attachment: Section of port.



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- 1. The DANUBE LAKE BALATON canal project is still a long-term plan. The alignment of the present canal is to be adhered to and locks are to be built at the points marked """ on the attached sketch.
- 2. At present there is a lock at SIOFOK and a sluice gate at SIMONTORNYA. The former is a shiplock; the latter, however, serves only to ensure the water supply of a tannery b, conserving water in times of little precipitation.
- The water level of LAKE BALATON is at an altitude of 104 m. above sea level. The altitude at the confluence of the SIC canal with the DANUBE at SZEKSZARD is roughly 75 m. at low water. This produces a difference in level of about 30 m.
- 4. LAKE B/LATON reweives its water supply from the river ZALA and the river TAPOLCZA. When there is no precipitation in their basins the lock at SIOFOK is kept closed to preserve the level of the Take. At such times the water in the present SIO canal is quite insufficient to permit navigation.
- 5. When the Danube is high, water from it forces its way into the SIO canal for some distance.

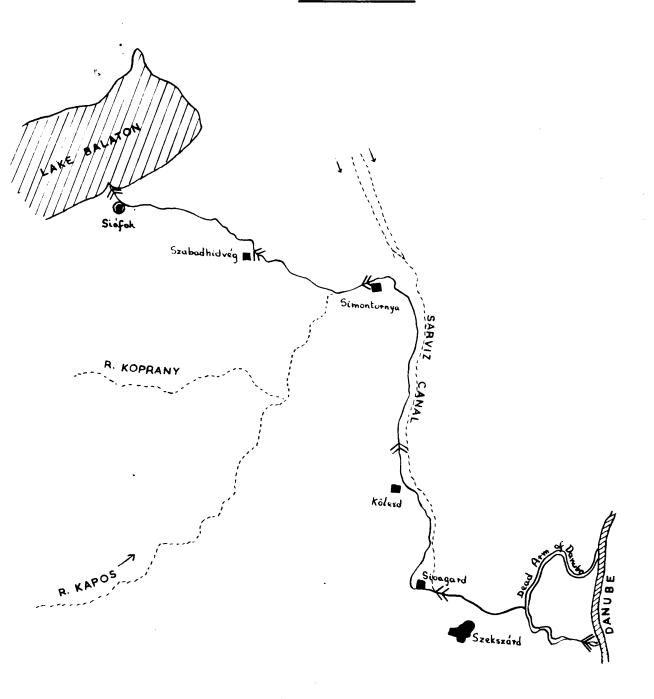
Enol. Sketch map.

Section of projected canal.

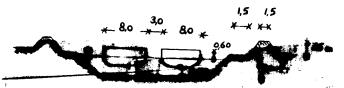
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SIO CANAL



SECTION OF PROJECTED CANAL



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